

(Price \$24 per MONTH)

## Confirmations

FOR AMOY.  
THE French Steamer  
"OCEAN QUEEN"  
will be despatched on MONDAY next, 1st  
pt. at noon.  
For Freight or Passage apply to  
LANDSTEIN & Co.  
at 1413 Hongkong, 30th August, 1873.  
FOR LONDON via SUEZ CANAL.  
THE Steamship  
"GANTON"  
under Master will be despatched on or about

ight or Passage, by  
SIEM

1414 Hongkong, 30th August, 1873. Agents.  
 FOR FOOSHOW.  
 THE British Schooner

dispatched for the ad-  
in proximity.

For Freight, apply to  
OLYPHANT & Co.,  
Agents.  
1412 Hongkong, 29th August, 1873.  
FOR SAIGON AND SINGAPORE.

"THALES."

For Freight or Passage, apply to  
DOUGLAS LA PRAIRIE & Co.  
145 Hongkong, 20th August, 1873.  
OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI  
and Passengers at

HANKOW, NING PO, and PORTS in  
JAPAN.  
The Company's Steamship  
"PATROCLUS"  
will be despatched on or about the 4th Septem-  
ber.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
64 1418 Hongkong, 30th August, 1873.  
NOTICE.  
NEITHER the Captain, Owners, or Agents  
are responsible for any debts contracted  
by either Officers or Crew of the S. S. Scotland.  
VOGEL, HAGENBOOM & Co.,  
Agents,  
# 1418 Hongkong, 30th August, 1873.



MAILED TENDERS, in duplicate, of Bank  
Bills payable on demand in Clean Mexi-  
can Dollars current at Yokohama, in exchange  
for Mexican Dollars current in Hongkong,  
signed at 11.7, will be received by the under-  
signed until noon on MONDAY, the 1st prox.,  
the extent of \$50,000.

C. K. CLEEVE.

Henry Office,  
Aug. 28th August, 18

AVIS.  
MESSIEURS les Capitaines de matres de  
Commerce Francais, sont informés  
qu'il leur est strictement interdit de faire inter-  
venir ou d'adresser aucune lettre ou de présenter  
aucunes lettres quelconques, agent ou au sein de l'autorité  
locale agissant ou non, depuis les lois ou régula-  
tions étrangères, ni moins d'autorisation ou avis  
nécessaire, à ce, sous les peines sévères par la  
Loi de 1846 de Mars, Art. 52.  
Le Comte de CHATEL de France,  
C. H. I. DE LA FOREST.  
14105 Hongkong, 28th August, 1873.  
BROWN, JONES & CO.,  
UNDERTAKERS, &c.,  
OFFICE—No. 3, HOLLYWOOD ROAD.  
Memorial Stones and Monuments erected.  
187 Hongkong, 21st January, 1873.  
BY SPECIAL APPOINTMENT  
TO HIS EXCELLENCY THE GOVERNOR,  
AND  
H. I. R. THE GRAND DUKE ALEXIS OF

T. N. DRISCO

WOOLLEN DRAPER, HATTEE, HOSIERY,  
AND GENERAL OUTFITTER,  
45 and 47, Queen's Road, next to Oriental  
[c 192] Bank. [Feb. 1.]

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**Notices to Consignees.**

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NOTICE.

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TO CONSIGNEES OF OPTIONAL CARGO,  
EX O. S. S. CO.'S S. S. ANTEWERP,  
FROM LIVERPOOL.

Shipping Orders may be obtained from  
the undersigned not later than the 1st  
proximo, for shipment per **PATBOCLUS**,  
**DUTTENHEDD & SWIRE,**  
Agents.

34 147 Hongkong, 30th August, 1878.

S. S. A.V.A.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

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NOTICE.

Consignees of cargo per S. S. *Superbe*,  
from London, in connection with the  
above steamer, are informed that their

company's Goddard.  
obtained from FBI

OPTIONAL CARGO will be forwarded to its destination, unless intimation is received from the Consignees before 4 P.M. TO DAY request.

landed here  
remaining undisturbed  
and September 1st

Bills of Lading will be countersigned by the undersigned.  
 C. BERTRAND,  
*Principal Agent.*  
 1406 Hongkong, 27th August, 1873.  
 OCEAN STEAMSHIP COMPANY.

CO-SHIPPERS per Company's steamer  
 ANTELOPE are hereby notified that the  
 cargo is being discharged into Craft, & landed  
 at the Godowns of the undersigned, in both

ready for delivery from  
after the 22nd August

Good weathered but sun August, 1873,  
will be subject to fire.

**BUTTERFIELD & SWIRE,**  
*Agents.*  
7d 1383 Hongkong, 22nd August, 1873.

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

**NOTICE TO CONSIGNEES.**

**CONSIGNEES** of the following cargo are  
requested to send in their Bills of Lading to  
the undersigned for countersignature, and to  
make immediate delivery of the Cargo has been  
landed and stored at the dock and expense.  
No fire insurance has been effected.  
**C. BERTRAND,**  
*Principal Agent.*  
Ezra S. & Co. Agents, 10th April, 1872.  
GRAND TRUNK STEAMSHIP COMPANY.

... .. 1 c  
"Hogshy" 13/4 M

No mark ... 1 basket Iron Chair.  
*Es "Provence," 21st July, 1873.*  
 JNS in diamond, 1/12... 12 cases Merchandise.  
 GA }  
 S } ... 2 cases Fruits.  
 FD 2 }  
 Hongkong, 11th August, 1873,







The banks on the edge of the channel, both north and south sides, should be marked with buoys, properly distinguished by color and number. They are found in European and American navigable maps.

No survey of the mouths of rivers like the Antigua-king are of much value unless the survey is made by a competent officer, but the channels should be frequently examined out by persons charged with keeping the buoys and the light vessels in their proper places, and their positions should be noted, and the changes in the anchorage as caused by washings or deposits.

If the course of time it is supposed that Imbert and Arango Books will be no more useful than the vessel's compass, and the charts on a dark night, and in fog. Dog men are used as aids to navigation in the great many ports in the United States, and in the British Islands, and in North American waters, and these would be found to be useful here.

The most important point probably on the Antigua coast for establishing a first order light, is in the Bay of St. George, between the point of St. George (St. George's) and the point of St. George (St. George's), and at the same time a second examination should be made of the coast thence to Tugon Road, and the chart of the coast should be corrected.

There should be two first order lights to mark

Two principal approaches to Hong Kong's future might be placed on the map. The first was to place it under the other on (Sany Creek), a revolving or flashing; or fixed, varied by short lessthes at short intervals of time. But as respects as well as others might differ from the exact practice of the latter, which would be subject to navigation should be declared, their positions might be left to the decision of the Admiralty, or rather high and competent officer or officers of H. M. Naval Service, who would be required to determine whether they would place them properly. As for smaller lights for Hongkong, those on the spot, and better acquainted with the locality than I am, could much better decide as to their necessity and best positions, if necessary, than I could hope to do.

There ought to be a first order light on the "Pescadore," another on the South end of Formosa, and another on Pratas Island, or on the coast of China, near the mouth of the river to navigation, which could be easily marked, and if established would greatly facilitate it.

The Chinese Authorities at Foochow have proposed to establish a first order light on the North end of Formosa, and whether it will be one or not remains to be seen.

The Coasting trade of China might be greatly improved, and the Chinese themselves would be greatly benefited, if the Chinese Authorities were enabled to mark numerous navigational channels and harbours among the Islands along

be entire coast. A few small lights, judiciously placed, especially for marking entrances to narrow channels, would be of great benefit, and the approaches to places of refuge or shelter, during bad weather, would be the means of saving annually many lives and much property. Besides, a reasonable number of lighted buoys and day beacons, judiciously and suitably placed on the coast, would be of great service, and would be inland navigable waters, would be the means of expediting voyages, saving many-lives from a watery grave, and much property from destruction. Others, who have the same view, would it be to the interest of their people to provide aid for saving life and property, and it is seriously to be hoped that the Chinese Government may be induced to at least expend the money necessary to purchase the lights, and to provide for establishing and supporting lights and other aids to navigation judiciously, and as contemplated by the treaties.—I am, very respectfully,

Your obedient servant,  
THORNTON A. JENKINS,  
Lieut. and Commander U. S. Navy, Commanding U. S. Naval Force on the Asiatic Station.

THE ESTIMATES.

[illegible]

Colonial revenue for the year then next ensuing, and he should transmit to the Secretary of State, by the earliest opportunity, the Ordinances providing for the service of that year."

If the above resolution is still in force, I beg that you will intimate to His Excellency the Governor that it is my intention to protest against the manner in which the Estimates are (in my opinion) proposed to be hurriedly forced through the Council. Said protest to be forwarded to Her Majesty's Secretary of State.

They may be, who are paid by the Colony, and  
undoubtedly too, for procuring these Estimates,  
are taken too long a time to think over and  
prepare them. I consider it most unfair that  
non-official members, who have their own busi-  
ness to attend to, should only be allowed one  
week for the consideration of a matter of  
such importance.

I have the honor to be, sir,  
Your most obedient servant,  
P. RYRIE.

The Honorable C. C. SMITH,  
*Acting Colonial Secretary.*

COLONIAL SECRETARY'S OFFICE,  
HONGKONG, 22nd August, 1873.

SIR,—I beg to acknowledge the receipt of your letter of the 17th inst., and to state that I am not aware of any alteration having been made in Section 350 of the Colonial Regulations, as quoted by you.

I have informed His Excellency the Governor of your intention to protest against the proposals which the Colonial Estimates are now proposed to be passed.

I have the honor to be, sir,  
Your most obedient servant,  
C. C. SMITH,  
Acting Colonial Secretary.

The Hon. F. BYRNE, Esq., &c.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

The ordinary half-yearly meeting of the above company took place on the 25th inst., at their Office, the Hon. James Whitall in the chair. Present, Messrs. J. H. Wilson, S. D. Seaton, A. Joost, W. H. Bell, E. Helms, Capt. Bolton, Messrs. J. Robinson, A. Coxon, A. MacG. Heston, H. Smith, J. Curdes, R. Jensen, A. Newcom, W. M. Morgan, J. Greig, N. J. Wade, W. Noddy, and R. Duncan.

The order concerning the meeting having been read,

The CHAIRMAN said that the report having been already published several days, it was

Directors were not able to lay a better statement before the shareholders, but at the same time he did not think it could be looked upon as all that discouraging. The docking work for the year had been unusually dull, and the Hongkong and Whampoa Dock had suffered with others. For the time, the dock was doing fairly well, and they might safely say that the dock had been kept at any rate at the same level as the standard of the previous six months. The gross earnings were increased at \$73,000, but of this \$10,000 was for the main, which showed very little profit, and probably the directors would have to make a sacrifice. The directors had taken every step to reduce expenses. They had made arrangement to reduce the interest from 8 to 6 percent, and they could also reduce the interest on the loan from the establishment from Whampoa to Aberdeen, which would reduce expense. There was every reason to expect to show better results the next year. The first six months of the year were very quiet, and the directors had to wait for the report and accounts to be passed. This was seconded by Mr. Greig, and carried unanimously. The meeting then separated, with the usual compliment to the chair.

**REPORT.**  
To the shareholders of the Hongkong and Whampoa Dock Company, Limited.  
Gentlemen,—The directors have again the pleasure to lay before you their report for the last half-year, ended 30th June, 1873.  
The sum of \$65,500 has been written off the various properties as recommended at the last meeting, but unfortunately a larger award has been given against the Company, in the long

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